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CLASSIFICATION ~~SECRET~~

COUNTRY Soviet Zone of Germany

TOPIC Cottbus Airfield

CONFIDENTIAL

EVALUATION See below

PLACE OBTAINED [redacted]

25X1

DATE OF CONTENT January 1950

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DATE OBTAINED [redacted]

DATE PREPARED 28 February 1950

REFERENCES [redacted]

PAGES 2

ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS [redacted]

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1. Thirty-two twin-engine aircraft (see Annex 2) and two bi-planes were parked in front of the hangars of the Cottbus (N 52/ A 57) airfield (location see Annex 1) on 10 and 11 January 1950. Hangar No. 4 was open and empty. There had been no flying during the preceding three weeks. Two tractors towing snow-plows were clearing the runway and taxiways of the snow which had fallen during the previous night. A board fence was being built in the southwestern corner of the field. Trucks [redacted] were seen at the field.

2. [redacted] trucks were seen at the field and the AAA barracks near the field on 26 January 1950:

3. The Cottbus Labor Office assigned an additional 30 workers to the airfield on 17 January 1950, bringing the total number of workers employed for expansion work to 178.

4. Twenty-eight Pe-2 planes were counted at the field on 19 January 1950. The motor vehicles at the field were being repainted

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No Change in Class.
☒ Reclassified
Class. Changed To: TS
Auth.: H3 7A-2
Date: 28 Oct 78

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Document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
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Next Review Date: 2008

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Comment:

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a. Report confirmed the occupation of the Cottbus airfield by twin-engine aircraft.

[redacted] units of the III Bmr Corps are concerned. According to previous information, two bomber regiments are assumed to be stationed in Cottbus.

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b. According to the attached sketch, the twin-engine aircraft are fitted with a plexiglass nose so that they are probably of type Ie-2. [redacted] also reported the presence of aircraft without this plexiglass nose.

c. It was previously reported that the Cottbus airfield was to be expanded and that the runway was scheduled to be lengthened toward the west. These statements were not definitely confirmed by this report.

2 Annexes: 1. Cottbus Airfield.

2. Twin-Engine Aircraft Observed at the Cottbus Airfield.

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